THE

EMPEROR's CLAIMS.

BEING A

DESCRIPTION of the City of ANTWERP and the River SCHELDE.

WITH A

Conciſe Hiſtory of the Auſtrian Netherlands.

TOGETHER WITH

Extracts from the Articles of the Treaty of Munſter, and thoſe of the Barrier Treaty, whereby the DUTCH found their Right to the Blocking up of the SCHELDE.

Interſperſed with REMARKS on the Riſe and Fall of the TRADE of ANTWERP:

And every Thing tending to elucidate the preſent Subject of Diſpute between the EMPEROR and the DUTCH.

WITH A PREFACE,

Containing different Views of the EMPEROR's Deſigns, and an Admonition to the BRITISH GOVERNMENT, relative to their Behaviour in the Conteſt.

Adorned with an elegant MAP of the RIVER SCHELDE; a VIEW of the CITY of ANTWERP, and all the adjacent IMPERIAL and DUTCH TERRITORIES.

DEDICATED TO THE EMPEROR.

LONDON:

PRINTED FOR JOHN STOCKDALE, OPPOSITE BURLINGTON HOUSE, PICCADILLY.

M,DCC,LXXXV.

12

46
1
1819

TO

Joſeph-Benedict-Auguſtus II.

EMPEROR OF GERMANY.

SIR,

YOU are indeed a great prince; for you reign in the hearts of all the worthy claſs of mankind. Others have made rapine, cruelty, and injuſtice, the baſis of their glory—But what are your ambitious purſuits? To withdraw the black cloud of deſtructive ſuperſtition that has ſo long kept the greateſt part of Europe in the moſt gloomy ſtate of prejudice, ignorance, and error! To reſtore your ſubjects to their natural rights over that element which, like the air we breathe, is open to all! And to increaſe their opulence and happineſs by induſtry and commerce.

Theſe, Sir, are the only glorious ſteps to true greatneſs! And you are the ſecond Emperor in the world that ever properly purſued them. You have ſo greatly refined upon the vaſt plans of Peter the Great, as to gain already from all Europe his juſt and invaluable epithet.

Your

Your eaſineſs of acceſs; your ſpeedy redreſs of grievances; your encouragement of merit; your puniſhment of vice and hypocriſy; and the noble, the virtuous ſimplicity of your manners, even to your dreſs and addreſs, Sir, is the theme, the admiration of every traveller; and the delight of all your ſubjects.

Be aſſured, Sir, that the Engliſh nation ſo much revere your virtues and talents, as to wiſh you every ſucceſs, while your claims are ſo juſt and your actions ſo honourable. They think it impoſſible, that the great Joſeph will ever ſwerve from his integrity of ſoul. And, although, from political motives, the Engliſh Government may remain neutral, yet they hope you will ſoon wreſt your undoubted rights from an unfaithful and ungrateful people; who would monopolize all commerce, without poſſeſſing a ray of that integrity and liberality which ſhould ever belong to the reſpectable mercantile character. The following pages, Sir, are dedicated to you, with all that reverence and eſteem which you ſo juſtly merit.

The AUTHOR.

London,
Nov. 27, 1784.

CONTENTS.

TRADE, the chief ſource of greatneſs in a State. - - - - - 1
——*has quite altered the political ſyſtem in Europe within theſe two centuries* - ib.
Every State now is intereſted in the quarrels between Foreign powers which was not ſo merly - - - - - 2
The true cauſe of England intereſting herſelf in foreign quarrels, owing only to ſelf-preſervation - - - - - ib.
Trade the ſource of the modern idea of the balance of power - - - ib.
When ſtates go to war, neutral powers muſt of neceſſity become parties in the quarrel - - - - - ib.
By the Munſter and Barrier treaties, the free navigation of the Schelde yielded to the Dutch - - - 3
The deſigns of the Emperor ſurmiſed - - ib.
No alliance ſo uſeful to Britain as that of the Dutch, were they but faithful - 4
The deſigns of Pruſſia, the Stadtholder, and France ſurmiſed - - - ib.
If the trade of Holland were ruined, the greater part of it would fall to England 5

Holland,

Holland, perhaps, will not permit its diſmemberment, but be a Belgic circle of the Empire, as formerly - - - 5
Their liberties, in that caſe, would be more ſecure - - - - - 6
If the Prince of Orange were made an abſolute monarch, Holland, as a commercial ſtate, would quickly decay - - ib.
Britain muſt be cautious how ſhe acts in the quarrel - - - - - - 7
The advantages of commerce - - 9
Antwerp, were the Schelde open, would benefit the whole Empire - - 10
The Houſe of Auſtria would then become a conſiderable maritime power - - ib.
Trade thrives in monarchical governments as well as in republics - - - ib.
The princes of antiquity not altogether ignorant of the value of commerce - - 11
Solomon made great progreſs in trade - ib.
The commercial views of Alexander the Great ib.
The Roman traffic from Egypt and the Indies a great ſource of their riches - - ib.
The trade of Aleppo, Damaſcus, Venice, Genoa, &c. - - - - - 12
The origin of the commerce of the Netherlands - - - - - - ib.
The cauſe of the great trade of Antwerp ib.

Deſcrip-

Deſcription of the river Schelde - - 13
——— *of the citadel of Antwerp* - ib.
The cruelties of the Duke of Alva the cauſe of the decay of Antwerp - - - - 15
Extract from the fourteenth article of the treaty of Munſter, whereby the navigation of the Schelde was yielded to the States of Holland - - - - - 16
Article Fifteenth of the ſaid treaty - - 17
Barrier treaty, article fifteenth - - ib.
Fort Lillo built by the Dutch - - - 18
The preſent traffic of the Antwerpers - 19
The love of freedom of the Antwerpers - 20
The different ſieges of Antwerp - - 21
The Auſtrian Netherlands - - 22
Once the center of the woollen manufactures ib.
England gained them from the Flemings - 23
The Refugees from the Netherlands eſtabliſhed all our various cloth, ſtuff, kerſey, &c. manufactures - - - - - 24
The preſent lace manufactures, &c. of the Netherlands - - - - - 25
Their ſilk manufactures - - - 26
Of Oſtend, Bruges, Ghent, &c. - - 27
Of their canals - - - - - 28
Of Dunkirk - - - - - - ib.
Of the induſtry of the Auſtrian Netherlands 31
Of the city of Antwerp - - - - 32

The

The form of the city - - - 32
Of the exchange - - - - 34
Of the market place - - - 35
The town houſe of the Eaſterlings - - 36
The cathedral - - - - 37
The Jeſuits college - - - - 39
The abbey of St. Michael - - - 40
The magiſtracy - - - - 44
Reflection - - - - - 45

THE

THE

PREFACE.

THAT State which augments its commerce and maritime power to the greateſt extent, bids fair to give laws to the reſt; unleſs, by a preſervative confederacy of the leſſer powers, they ſhould become a match for the greateſt potentates.

The reciprocal connections, conſequently, between nations reſulting from trade, have quite altered the ſtate of things within theſe two centuries, and produced a kind of new ſyſtem in Europe, by which every State is led to have a much greater concern than formerly for what may happen to another.

In earlier ages, a quarrel in the north could have only affected the north; but, during the laſt and preſent centuries, things were totally altered. Has not England often laviſhed her blood and treaſure in foreign quarrels, with which ſhe was no ways immediately connected? In all ſuch caſes the pretence was, the love of juſtice, and a punctual performance of treaties, in which there was ſomething of truth; but the real deſign was, to prevent thoſe diſtreſſes which muſt have ultimately befallen herſelf, had the weaker powers been overcome. May it not, therefore, be truly affirmed, that a proper notion of the *balance of power* was created by *commerce*; and muſt ſtill continue to be the object of trading countries, eſpecially ſo long as they wiſh to preſerve their commerce and their freedom?

Whenever any power in Europe, therefore, attempts to oppreſs another, or betrays a deſign of increaſing its own ſtrength, by weakening or conquering its neighbour, other potentates cannot, in policy, ſtand aloof, but muſt ſpeedily deliberate which ſide to chuſe, for their own individual intereſt, and to preſerve the liberty of Europe.

It

It behoves, then, the Britiſh government wiſely to reflect and decide, upon the preſent ſtep, of the Emperor's inſiſting on the free navigation of the river Schelde. By the Munſter and Barrier treaties, it was certainly yielded and confirmed to the Dutch by Spain. Afterwards the latter power alſo yielded its Flemiſh territorial poſſeſſions to the Houſe of Auſtria. As to the juſtice or injuſtice, therefore, of the Emperor's claim, *modern Dutch faith* has taught Britain not to weigh that in her ſcales. She is only to conſider the policy, in regard to herſelf, of either remaining neuter, or taking a ſide in the diſpute.

The deſigns of the Emperor, as they are not aſcertained, muſt, by politicians, be ſurmiſed. Will he ſtop at obtaining the navigation of the Schelde? Has he an eye on the whole ſeven provinces? Or is there a ſecret partition treaty between the Houſes of Auſtria, Bourbon, and Pruſſia, to deſtroy the freedom of the States General, and make a diviſion of their poſſeſſions? Is the Emperor to have, in addition to the free navigation of the Schelde, one half of the Dutch poſſeſſions in both the Indies? Is France to have the

other half, along with the Cape of Good Hope? Is Pruſſia's nephew, the Stadtholder, to be veſted and guaranteed with the arbitrary ſovereignty of Holland by theſe powers, as the price of ſuch diſmemberment? Penetrating minds will certainly view the intentions of the continental powers in ſome of the above ſhapes; and Britain has, therefore, a wary game to play.

It has ever been allowed by the wiſeſt ſtateſmen, that Great Britain can have no alliance ſo uſeful, *were they but faithful*, as the States General; whether we conſider their government, their ſituation, their ſtrength, their religion, or their intereſt; and therefore we are, perhaps, under the neceſſity of acting, *for* our own intereſt, *in concert with Holland*, when the ſole ſource of their ſtrength, their navigation, and commerce, is attacked, and in danger of being deſtroyed. If the Emperor, and his brother-in-law, the French King, have leagued to annihilate the Dutch power, they may annihilate, afterwards, the Britiſh empire. For if they be once maſters of the Seven Provinces, they will, from that moment, have the command of the narrow ſeas; ſo that our trade will neither go in nor out with ſafety.

Would

Would not our coaſts and rivers, then, be expoſed to perpetual inſults, and our trade be almoſt totally deſtroyed? For as to our poſſeſſions in both Indies, had Bourbon and Auſtria the Dutch ſettlements there, ours would ſoon fall a prey to their united power.

Other ſpeculative politicians argue, that if Holland were to be ruined, the greateſt part of her trade would fall to England. That it would break into ſeveral pieces, and ſhift to us, to Flanders, and to the Hanſe towns. A third ſet affirm, that Holland will *not* permit its *diſmemberment*, but, when in the utmoſt danger, *fall all one way*; then, by common agreement, make the beſt terms they can for themſelves as *a province*, if not as a State. But before they come to ſuch an extremity, they will firſt ſeek to be admitted, perhaps, as a Belgic circle of the empire, (as they were of old, and as, perhaps, the Emperor deſigns) and thereby receive the protection of that mighty body, which ſeems the moſt like their own State in its compoſition, but more eſpecially in the freedom of ſovereignty of the imperial cities. By this ſtep only, it muſt be owned, would they preſerve their commerce

commerce and their freedom. If this happen, the trade of the provinces would rather be preſerved or increaſed, than any way broken or deſtroyed by ſuch an alteration; becauſe their liberties would continue as they are, and their ſecurity would be greater than it is at preſent.

If the Prince of Orange, indeed, were made ſovereign of the country, which is not unlikely, he would, for a time, be a great Prince, becauſe Holland is now a great State. But thoſe provinces would ſoon become a very poor country; for his power muſt be maintained, as it was acquired, by a great force; and as, indeed, all abſolute dominion muſt be, particularly in thoſe provinces. This would raiſe general diſcontents, and thoſe perpetual ſeditions among the towns, that would change the order of the country, injure the property of private men, and ſhake the credit and ſafety of the government. Whenever this may happen, the people would ſcatter, induſtry would languiſh, banks would diſſolve, and trade would decay to ſuch a degree, as, probably, in time, the very dykes would no longer be maintained by the defences of a weak and reduced people,

ple, againſt ſo furious an invader; but the ſea, breaking in upon their lands, would convert their chief cities, as they were of old, to the low ſituation of paltry fiſher towns.

As to the ſeveral above ſurmiſes, they are all thrown out with a good intention, to awaken the ſpeculation of the public, and the miniſtry. The latter, particularly, cannot be too cautious how they act. If they ſtand neutral, or aſſiſt the Emperor, perhaps either meaſure may prove impolitic; but if they join the Dutch, however wiſe ſuch a ſtep may be, it is certain of being very unpopular, and may prove as fatal to their political exiſtence, as the late peace to that of Lord Shelburne, or the coalition to that of Mr. Fox.

THE EMPEROR's CLAIMS;

Being a Deſcription of the City of ANTWERP, *the River* SCHELDE, *and of the* AUSTRIAN NETHERLANDS.

THE chief ſtrength of every government is now acknowledged to be in commerce.—Wherever it reſides, it creates ſo many and great advantages, it begets ſuch relations and connections, as render a trading country infinitely ſuperior to her neighbours, who are differently circumſtanced: the great wealth that is conſtantly pouring in from all parts, enriching her people, and ſtrengthening her power. Such a State, if on the continent, can fortify her great towns, ſo as to reſiſt a force ten times ſtronger in reſpect to numbers; ſhe is enabled by trade to keep always in readineſs a ſtrong maritime power, and can maintain,

THE EMPEROR's CLAIMS;

Being a Deſcription of the City of ANTWERP, *the River* SCHELDE, *and of the* AUSTRIAN NETHERLANDS.

THE chief ſtrength of every government is now acknowledged to be in commerce.—Wherever it reſides, it creates ſo many and great advantages, it begets ſuch relations and connections, as render a trading country infinitely ſuperior to her neighbours, who are differently circumſtanced: the great wealth that is conſtantly pouring in from all parts, enriching her people, and ſtrengthening her power. Such a State, if on the continent, can fortify her great towns, ſo as to reſiſt a force ten times ſtronger in reſpect to numbers; ſhe is enabled by trade to keep always in readineſs a ſtrong maritime power, and can maintain,

if requiſite, great numbers of regular troops, beſides hiring more of her neighbours.

But if, inſtead of a ſtate, this be only a city, as Antwerp, were the Schelde open, yet even then, manifold would be the advantages. — It would ſoon excite a general commercial emulation, while it diffuſed its wealth throughout the whole empire; the Emperor and the Princes would be enriched as well as the People; while the illuſtrious Houſe of Auſtria would riſe into notice as a maritime power, and ſoon acquire, perhaps, the moſt valuable poſſeſſions in the various parts of the globe.

It has been a common notion with ſome, that trade can never thrive under an abſolute monarchical government. Though it muſt be admitted, the greateſt part of the trade of the world was eſtabliſhed, and carried on to a vaſt extent in free cities, before it began in monarchies; yet from thence we muſt not conclude, that it will never become conſiderable any where but in Republics. This century is a proof of the contrary; for penetrating wiſe princes now ſee into the fruitful womb of trade, and prefer it to empty territory.

But

But even the princes of antiquity were not ignorant of the value of commerce. Solomon, in particular, made a very great progreſs therein, by entering into a ſtrict amity and correſpondence with the Tyrians, from whom he gained the art of trade and navigation. By his fleet, and land traffic with caravans, he heaped up immenſe riches by trading to the Indies. Alexander the Great, too, had alſo commerce in view, when, after the deſtruction of Tyre, he built the famous city of Alexandria, in Egypt; in conſequence of which the riches of India were conveyed into the Mediterranean by the Alexandrian canal, and drew ſuch a prodigious treaſure, that it is affirmed, Ptolemy Eulates, received ſeven millions and an half from thence yearly.

In the beginning of the Roman empire, their greateſt treaſure ſprang only from their conqueſts: but when they got poſſeſſion of Egypt, they began to think of a more ſure and peaceable way, which was, by all manner of arts and care, to augment their trade, wherein they ſucceeded ſo well, that the great traffic carried on between the Indian and Mediterranean ſeas, brought them in vaſtly

more than any of the Egyptian kings ever received before them.

But when the Goths and Vandals overturned the Roman empire, that commerce, through the Red Sea, by Alexandria, ceaſed. It was afterwards carried on by way of Trebezon, Damaſcus, and Aleppo, which increaſed the trade of the free cities or ſtates of Venice, Genoa, Piſa, &c. Theſe goods were not only vended in all the countries bordering upon the Mediterranean, but were ſent to Germany, England, and the Netherlands, and all over the Baltic. This gave encouragement to the traffic of Bruges, where the commodities of the North, as corn, naval ſtores, &c. were lodged in the ſummer; and where thoſe ſhips, took in the commodities of the Levant back again to the Hanſe towns; and thoſe ſhips that came from the Levant, tranſported the northern goods from Bruges into the Mediterranean.

This trade, rendering thoſe citizens immenſely rich, they neglected and deſpiſed their commercial avocations. It removed, in conſequence, to Antwerp, which grew ſo rich and

and opulent, that ſhe became in trade the miſtreſs of all Europe.

But, as if to ſtifle her ſpirit of commerce, a citadel was erected there, accounted one of the ſtrongeſt in Europe. It ſtands on the ſouth ſide of Antwerp, on the banks of the Schelde. This river riſes in the confines of Picardy, in France, from thence runs N. E. by Cambray, Tournay, Oudenarde, and Ghent, where receiving the Lis, it afterwards directs its courſe E. by Dendermond, and then N. to Antwerp, below which city, it parts into two branches; the Weſtern Schelde dividing Flanders from Zealand, which falls into the ſea near Fluſhing; and the Eaſtern Schelde, which runs N. by Bergen-op-zoom, and afterwards W. between Beveland and the iſland of Schonen, a little below which it diſcharges itſelf into the German Ocean.

The citadel commands the town, the river, and the neighbouring country. The erecting of this fortreſs, by order of Philip II. king of Spain, was the firſt check given to the trade and greatneſs of this city, which before was a free port. It was built by the Duke of Alva, to keep the citizens in awe. It has

five

more than any of the Egyptian kings ever received before them.

But when the Goths and Vandals overturned the Roman empire, that commerce, through the Red Sea, by Alexandria, ceaſed. It was afterwards carried on by way of Trebezon, Damaſcus, and Aleppo, which increaſed the trade of the free cities or ſtates of Venice, Genoa, Piſa, &c. Theſe goods were not only vended in all the countries bordering upon the Mediterranean, but were ſent to Germany, England, and the Netherlands, and all over the Baltic. This gave encouragement to the traffic of Bruges, where the commodities of the North, as corn, naval ſtores, &c. were lodged in the ſummer; and where thoſe ſhips, took in the commodities of the Levant back again to the Hanſe towns; and thoſe ſhips that came from the Levant, tranſported the northern goods from Bruges into the Mediterranean.

This trade, rendering thoſe citizens immenſely rich, they neglected and deſpiſed their commercial avocations. It removed, in conſequence, to Antwerp, which grew ſo rich

and

and opulent, that ſhe became in trade the miſtreſs of all Europe.

But, as if to ſtifle her ſpirit of commerce, a citadel was erected there, accounted one of the ſtrongeſt in Europe. It ſtands on the ſouth ſide of Antwerp, on the banks of the Schelde. This river riſes in the confines of Picardy, in France, from thence runs N. E. by Cambray, Tournay, Oudenarde, and Ghent, where receiving the Lis, it afterwards directs its courſe E. by Dendermond, and then N. to Antwerp, below which city, it parts into two branches; the Weſtern Schelde dividing Flanders from Zealand, which falls into the ſea near Fluſhing; and the Eaſtern Schelde, which runs N. by Bergen-op-zoom, and afterwards W. between Beveland and the iſland of Schonen, a little below which it diſcharges itſelf into the German Ocean.

The citadel commands the town, the river, and the neighbouring country. The erecting of this fortreſs, by order of Philip II. king of Spain, was the firſt check given to the trade and greatneſs of this city, which before was a free port. It was built by the Duke of Alva, to keep the citizens in awe. It has

five

five baſtions, which, from the regularity of of the figure of the citadel, defend one another. It has double ditches, large and deep, and but one gate to go in and out at. The circuit of it is about two thouſand five hundred paces.

In this citadel it was, that the ſaid Duke of Alva erected a ſtatue, which occaſioned ſo much diſturbance. He was repreſented to the life in complete armour, ſtanding on a pedeſtal of blue marble, with his batoon in one hand, and ſtretching the other over the city, as an emblem of his protecting and having procured it peace. Under his feet lay a monſtrous figure with two heads, repreſenting the nobility and people, whom he pretended to have conquered and ſubdued.—Here were alſo ſome emblematical figures, as maſks, ſnakes, clubs, and the like, alluding to ſeveral events. On the ſide of the pedeſtal, towards the city, was engraved the following inſcription: "To the honour of Phi-
"lip Alvarez de Toledo, Duke of Alva,
"governor of the Netherlands, and moſt
"faithful ſervant of the moſt gracious King
"of Spain, Philip II. for having appeaſed
"ſedition, chaſed away rebellion, re-eſta-
"bliſhed

" bliſhed religion, and aſſured the peace of " theſe Provinces." This ſtatue gave riſe to great confuſion; and ſo exaſperated the people, that, getting together on a holy day, they, by ſurpriſe, forced their way into the citadel, and tore the ſtatue to pieces, as they would have ſerved the Duke himſelf, had he been there in perſon. The citadel was erected in 1568.

From the violent and cruel tranſactions of this Duke of Alva, Antwerp may date its ruin — For Philip II. by overburdening the Provinces with foreign troops, extorting exorbitant taxes, and perſecuting the Proteſtants, cauſed an univerſal rebellion: and the Duke of Alva, executing his orders with the utmoſt cruelty, the commotion terminated, after a noble reſiſtance of ſome years, in the total emancipation of Seven of the Seventeen Provinces, rendered ſince ſo famous in commercial hiſtory, under the name of the United States of Holland.

This defection gave a fatal blow to the trade of Antwerp. For being overawed by a rigorous Governor, and a ſtrong force, the liberal ſpirit of commerce was loſt or benumbed.

numbed. Every wealthy merchant or manufacturer fled from thence to the territories of the States General, or to England, where they were ſure of protection and encouragement. Thoſe circumſtances, in a ſmall ſpace of time, filled both theſe countries with ſwarms of the reformed and perſecuted profeſſors — The trade of the ten ſubjugated Provinces went rapidly to decay: and the treaty of Munſter almoſt annihilated, what Philip and Alva had begun, the great foreign trade of Antwerp.

As the fourteenth and fifteenth articles of this famous treaty, are the chief cauſes of the flouriſhing ſtate of Amſterdam, and the ruinous ſituation of Antwerp, both theſe articles, and their relative ones of the Barrier Treaty, ſhall be inſerted here at length.

" Extract from the treaty of peace, be-
" tween Philip IV. king of Spain, and
" the United Provinces of the Low
" Countries, made at Munſter, the 30th
" of January, 1648.

" Article XIV—The rivers of the *Schelde*,
" as alſo the canals of Sas, Zuyn, and other
mouths

" mouths of rivers diſemboguing themſelves " there, *ſhall be kept ſhut on the ſide of the* " *Lords the States.*"

" Article XV.—The ſhips and commo- " dities entering into, or coming out of the " harbours of Flanders, ſhall be reſpectively " charged with all ſuch imports and other " duties, as are laid upon commodities going " and coming along the Schelde, and other " canals mentioned in the preceding ar- " ticle."

" Extract from a treaty between Her Bri- " tannic Majeſty, Queen Anne, and " the States General, for ſecuring the " ſucceſſion to the Crown of Great Bri- " tain, and for ſettling a Barrier for the " States General againſt France, con- " cluded October 29, 1709.

" Article XV.—And whereas their High " Mightineſſes have ſtipulated by the treaty " of Munſter, in the fourteenth article, that " the river Schelde, as alſo the canals of Sas, " Swyn, and other mouths of the ſea bor- " dering thereupon, ſhould be kept ſhut on " the ſide of the States.

" And in the fifteenth article, That the " ſhips and commodities going in and com- " ing out of the harbours of Flanders, ſhall " be and remain charged with all ſuch im- " ports and duties, as are raiſed upon com- " modities going and coming along the " Schelde, and the other canals above men- " tioned;

" The Queen of Great Britain *promiſes* " *and engages*, that their High Mightineſſes " ſhall *never be diſturbed in their right and* " *poſſeſſion, in that reſpect, neither directly* " *nor indirectly*; as alſo, that the commerce " ſhall not, in prejudice of the ſaid treaty, " be made more eaſy by the ſeaports than by " the rivers, canals, and mouths of the ſea, " on the ſide of the United Provinces, neither " directly nor indirectly."

In conſequence of theſe articles, thought, perhaps to be no more binding on the preſent Emperor than a compulſive oath, was the Schelde ever ſince blocked up from a free navigation by the Dutch, who built Fort Lillo, about ſeven miles below Antwerp, and on the narroweſt part of the river; in order to hinder all ſhips from coming up except ſuch as paid them cuſtom—

And

And as Flushing, in the province of Zealand, is situated at the mouth of the river Schelde, the Dutch took effectual care to render the passage that way, too, impracticable. The merchants of Antwerp, then, debarred of a free traffic, as of old, betook themselves to jewelling, painting, and banking; all which, particularly in the last article, they have continued to this day in the highest perfection; for bills of exchange here may be negociated for any sum, and to any part of Europe — And in the war of the Allies, in the beginning of this century, the two brothers, De Koning, paid, the one the army of France, and the other that of the Confederates.

Thus, while the East-India trade was in the hands of the Portuguese, and the citadel unbuilt, Antwerp continued the mart of Europe; but the Dutch, by a series of craft and incredible labour, having engrossed that trade, with almost every other branch of commerce, they are reduced to traffic only in their pictures, their trinkets, paper-money, linens, and laces; the Dutch even having their profits on every one of those articles, as well as of every thing that is imported by the Schelde, from whatever part of the world.

But the love of freedom of the Antwerpers, notwithſtanding their misfortunes, was ever conſpicuous — In the year 1582, Francis of Valois, Duke of Alençon, and brother of King Henry III. of France, having been inſtalled there Duke of Brabant, and appointed governor of the Netherlands, by the States General, thought his authority circumſcribed within too narrow limits; and to render himſelf the more abſolute, he reſolved to ſurpriſe the city. Accordingly, cauſing ſeventeen companies of infantry to enter the town, he himſelf drew near its walls with his army, who were all Frenchmen, as if only to review it: but the citizens having diſcovered his deſign, made ſo gallant a defence that they drove the French out of the city, killed about 1500 of them, amongſt whom were about 300 noblemen, and took upwards of 2000 priſoners. In that action the citizens loſt no more than eighty men. The Duke having thus miſcarried in his project, endeavoured to excuſe himſelf to the States, but they would not truſt him any more; whereupon, retiring into France, he ſoon died there by grief.

Three years afterwards, the Duke of Parma, governor of the Netherlands, for the King of Spain, after a twelvemonths ſiege, one of the moſt remarkable that was ever heard of, made himſelf maſter of Antwerp.—He never could have taken it, had he not thrown a ſtupendous bridge over the Schelde for the better carrying on the attacks. Here he re-eſtabliſhed the Roman Catholics, who were but lately baniſhed by the Antwerpers, and reſtored the city to the Crown of Spain.

Upon the death of Charles II. in the year 1700, it was ſeized by the French. It ſurrendered, however, to the Duke of Marlborough in ſix years thereafter, upon the event of the battle of Ramillies, without deeming it practicable at that time to ſtand a ſiege.—When Ghent and Bruges were afterwards betrayed to the French, they attempted alſo this city, but they miſcarried in their deſign.—Fort St. Mary, belonging to the Emperor, ſtands on the Schelde, about ſix miles below the city.

The Austrian Netherlands.

Having given an outline of the former ſtate of Antwerp, and the cauſe of its decay, I ſhall now give a deſcription of that part of the Netherlands, belonging to the Empire, and conclude with a minute account of the city of Antwerp.

The Auſtrian Netherlands are bounded by the United Provinces on the N. by Germany on the E. by French Flanders, Lorrain, Champagne, and Picardy, on the S. and by another part of Picardy, and the Engliſh ſea on the W.

This ſpot was once the center of the woollen manufactures, which we have now the ſatisfaction to call the Engliſh manufactures, originally derived from the Flemings; which was thereby immenſely populous and enriched.

The materials of theſe manufactures, particularly the wool and the fullers earth, they had from England. As the wool of the Engliſh

Engliſh by this means brought them in conſiderable wealth, we did not ſee our error till about the year 1450, when we began to think that theſe manufactures might as well be made in England as in Flanders or the Low Countries, and our own people being employed in this prodigious ſcene of traffic, to the enriching of ourſelves rather than our neighbours.

On theſe motives we wiſely put a ſtop to the exportation of wool; the cloathing was gradually encouraged in England by means of manufacturers obtained from the Netherlands, to inſtruct our people to make the cloth, as well as duly managing the wool for that purpoſe.

Though the people of England made a great progreſs in the manufacture, it was many years before they were able abſolutely to ſupply their own conſumption. — The Flemings had ſtill the whole woollen trade to all the reſt of the world; and theſe manufactures made at Ghent, Bruges, Bruſſels, Liſle, and all the great cities of Flanders; Hainault, Artois, and other provinces on that ſide, were vented in France and Spain; and

thoſe made in Brabant, Utrecht, Holland, Gueldre, and all the provinces on that ſide, were ſent to Germany, Lorrain, Swiſſerland, &c. by the navigation of the Rhine and the Elbe — England, however, in Queen Elizabeth's time, not only ſupplied herſelf with woollen manufactures, but Turkey, Perſia, Venice, and Naples.

To compleat the ruin of the Flemings in this important manufacture, the exportation of Engliſh wool was abſolutely prohibited, and the principal artiſts came over here to ſet up their manufactures: and the Spaniards at that critical time, being ſeized with a religious phrenzy, likewiſe perſecuted the Flemings, who fled over by thouſands to England as an aſylum; and from that period we may date the effectual eſtabliſhment of this glorious manufacture, and its deſtruction to our rivals. Theſe refugees eſtabliſhed ſuch manufactures here, as they were bred to in their own country; as the ſtuff makers, at Norwich; the coarſe cloth and kerſey makers, at Leeds, Halifax, and Wakefield; the ſerge makers, at Exeter; the baize makers, at Colcheſter: and there were Dutch churches

eſtabliſhed

eſtabliſhed in all thoſe places, by patents, for their encouragement. But as their ancient manufacture could not be ſuddenly extirpated in Flanders, they kept on ſuch as they were able; particularly that of coarſe tapeſtry made at the city of Arras, as alſo at Doway, St. Omer's, and the parts adjacent; of which they continue to make pretty large quantities to this day; likewiſe ſome coarſe drugget ſtuffs made at Ypres, and other parts. But being deprived of their fund of wool, they were gradually obliged to turn their hands to other manufactures, ſuch as the making of lace, and linen, ſilk weaving, and other branches of various kinds.

The bone lace, particularly that made at Bruſſels, excels all other nations whatever—The fineſt of it ſells for an hundred golden ducats (near fifty pounds) per yard. Antwerp, Mechlin, Malines, Louvain, Valenciennes, and all the adjacent towns, carry on this branch to a vaſt extent, which gives employment to a great number of people, eſpecially women and children.

Fine thread is another of their manufactures. The great quantity of fine lace requiring a

great quantity of fine thread, as their linens require a proportionable quantity of linen yarn, and both theſe conſtitute another conſiderable manufacture.

For their cambrics and lawns they have ſtill a great demand, and out-rival their French neighbours. Their manufacture of linen at Ghent, Bruges, and all the cities on the Lower Schelde, is of very great conſequence to the Empire.

Beſides theſe, their ſilk manufactures at Antwerp and Bruſſels are now in ſuch repute abroad, that if once the Schelde were thrown open, they could rival all Europe in that article, and employ ſeveral thouſand hands more than they do at preſent.

The above manufactures are ſo conſiderable, and employ ſuch an infinite number of people, as is attended with very particular advantages. They are ſtill populous even to a prodigy; for they have neither any out of buſineſs, nor many very poor.

Their domeſtic trade neceſſarily creates a great foreign trade, where the ſituation will admit

admit of it; for they have only one port of conſequence, that is Oſtend. As for Newport, it has little trade belonging to it, except that of fiſhing, which, in the ſeaſon, is very conſiderable in its kind; and as to Antwerp, it hardly merits the name of a port; for the Schelde is ſo entirely blocked up by Fort Lillo, that they are deprived of one of the fineſt harbours and rivers in the world.

From Oſtend is a large canal to the city of Bruges, which is able to carry veſſels of two hundred tons up to the city, ſo that ſhips paſs directly to Bruges without ſtopping at Oſtend, only paſſing through it as a port; whence it follows, that there are abundance of merchants at Bruges, as well as at Oſtend. From hence the imported merchandiſes are diſperſed all over the country, and alſo into others — Smaller canals paſſing from Bruges to the Schelde, at the city of Ghent, conſtitute the only free navigation in that river from the ſea, which is very tedious and inconvenient. From Ghent too, lie other canals to ſeveral cities; and the rivers Schelde, the Scarpe, and the Lys, tranſport their merchandiſes up to Tournay, Menin, Liſle, and Douay; and again by

the North to Antwerp, Louvain, Mechlin, and Bruſſels.

From Oſtend they have likewiſe canals within land parallel with the ſea, to Newport; thence to Ypres one way, and to France and Dunkirk by another way. It is needleſs to ſay whither afterwards, Dunkirk having an eaſy communication by land and water to all French Flanders, Artois, and to every part of France.

The entrance of goods from Dunkirk into the Auſtrian Netherlands by the canal of Furnes, is very conſiderable. Whenever ſhips unload at Dunkirk any goods to be ſent into the Auſtrian Netherlands, it being a free port, it is the ſame as an entrance from the ſea; for the cuſtoms of the Emperor are payable only where the goods firſt enter his dominions. Thus, Dunkirk, though belonging to France, is ſtill as much a port to the Auſtrian Netherlands in effect, as Oſtend.

Though the former, ſince the ruin of its harbour and piers, was not ſo good a port for bringing in great ſhips of war as formerly, there being both procroſtination and inconvenience

nience in ſending out hoys and bylanders into the road; yet, as by the late treaty between Britain and France, the harbour of Dunkirk is permitted to be deepened and fortified, they will ſoon reap as much benefit from Dunkirk as from Oſtend—For by this channel the great trade to Spain, Italy, England and Ireland, is chiefly carried on — They ſtill obtain from the two latter countries quantities of wool and yarn in return for their goods, which enable them to carry on their woollen and linen manufactures in a much greater degree than they could do without them, particularly the woollen branch.

But the Dutch, by monopolizing the navigation of the Schelde, and all thoſe rivers running into it, confine the trade by that channel to themſelves, which is the ſource of all their greatneſs and the cauſe of the other's decline. They have forts at the entrance of all the paſſages, and in particular, command the grand channel of the Schelde, which goes up to Antwerp, by the ſtrong fort of Lillo; as they do the canal up to Ghent, by that of Sas Van Ghent, as alſo the canal to Bruges, by the town of Sluys.

If theſe forts did not ſhut the Antwerpers out from a free commerce by ſea, they would again rival Amſterdam. It is true, that by the Schelde, they have ſtill a great trade with all Europe — But how? Only through the medium of the Dutch; who, upon all their exports or imports, affix their own profits, as they paſs through their hands; while by this channel, chiefly, they carry on a trade between Great Britain and France, in time of war.

Thus the Schelde is an open port to Antwerp, but only by the permiſſion and medium of the Dutch, becauſe nothing can be brought that way but what comes through them — At Dunkirk, however, it is otherwiſe; for a ſhip entering there whoſe lading belongs to a merchant of the Auſtrian Netherlands, the cargo is put on board the bylanders, and carried directly to thoſe towns, in the ſame manner, and paying no other cuſtoms or duties, than if they had been unladen at Oſtend.

The univerſal free navigation of their rivers, excepting the Schelde, and the multitude of canals, is a mighty advantage to their trade, and contributes to render every thing cheap among

among them; for travelling from place to place, and carriage of goods to the ſeveral markets, coſts ſo little, that it is ſcarce worth naming.

Beſides, their plenty of proviſions being ſo great, is a token of the general fertility even of their ſoil. Their paſturage, too, is very rich, and feeds abundance of very good cattle, eſpecially horſes, very large and uſeful.

As to induſtry, it may be affirmed that they may be an example to the whole world. If they were to ſtarve, who could live? Nothing is idle among them that can ſuſtain any degree of labour — Do not their women plough and ſow, reap and bind? The men threſh — and not only the horſes carry, but even the dogs; for they are harneſſed, and draw their carts; and that not from whim, but from motives of utility; for it is well known, that their dogs draw in proportion to their ſtrength, very heavy loads to market; particularly ſmall carts with fowls, fiſh, proviſions, and more eſpecially all ſorts of garden ſtuffs.

Pro-

If theſe forts did not ſhut the Antwerpers out from a free commerce by ſea, they would again rival Amſterdam. It is true, that by the Schelde, they have ſtill a great trade with all Europe — But how? Only through the medium of the Dutch; who, upon all their exports or imports, affix their own profits, as they paſs through their hands; while by this channel, chiefly, they carry on a trade between Great Britain and France, in time of war.

Thus the Schelde is an open port to Antwerp, but only by the permiſſion and medium of the Dutch, becauſe nothing can be brought that way but what comes through them — At Dunkirk, however, it is otherwiſe; for a ſhip entering there whoſe lading belongs to a merchant of the Auſtrian Netherlands, the cargo is put on board the bylanders, and carried directly to thoſe towns, in the ſame manner, and paying no other cuſtoms or duties, than if they had been unladen at Oſtend.

The univerſal free navigation of their rivers, excepting the Schelde, and the multitude of canals, is a mighty advantage to their trade, and contributes to render every thing cheap among

among them; for travelling from place to place, and carriage of goods to the ſeveral markets, coſts ſo little, that it is ſcarce worth naming.

Beſides, their plenty of proviſions being ſo great, is a token of the general fertility even of their ſoil. Their paſturage, too, is very rich, and feeds abundance of very good cattle, eſpecially horſes, very large and uſeful.

As to induſtry, it may be affirmed that they may be an example to the whole world. If they were to ſtarve, who could live? Nothing is idle among them that can ſuſtain any degree of labour — Do not their women plough and ſow, reap and bind? The men threſh — and not only the horſes carry, but even the dogs; for they are harneſſed, and draw their carts; and that not from whim, but from motives of utility; for it is well known, that their dogs draw in proportion to their ſtrength, very heavy loads to market; particularly ſmall carts with fowls, fiſh, proviſions, and more eſpecially all ſorts of garden ſtuffs.

Pro-

Proviſions being by natural and artificial means rendered extremely cheap, and their induſtry great, their manufacturers conſequently work at low rates; for which reaſons, conſidering the quality of the goods they produce, no nation in the world can underſel them.

Thus ſituated, but thus circumſcribed by the ſhutting up of the Schelde, had they the free navigation of that river, having natural advantages which the Dutch do not poſſeſs, they would ſoon reſtore the Auſtrian Netherlands, particularly the port of Antwerp, to a firſt rank in the commercial world.

Of the CITY *of* ANTWERP.

This city being likely ſoon to be reſtored to its former commercial ſplendor, a minute hiſtory and deſcription of it muſt prove of great utility.

Antwerp is the capital of that province of the ſame name, which is called the Marquiſate of the Holy Roman Empire. By the natives it

it is called Antwerpen, by the French Anvers, and in Latin Anverpia or Andoverpum. It is ſituated on the Schelde, twenty-five miles N. of Bruſſels.

The city is built in the form of a creſcent, on the river, which is here twenty feet deep. It is four hundred yards in breadth; ſo that veſſels of burden can come up cloſe to the quay, and canals are cut through the town from the river, up which ſmall veſſels may be brought to their very doors. The city is ſurrounded with a fine wall, planted on each ſide of it with rows of trees, and walks between, broad enough for two coaches to go a-breaſt; ſo that one cannot imagine a more delightful proſpect than in walking round theſe walls. One ſees at every turn, freſh objects of towns, villages, and country ſeats; the whole ſurrounded with the fineſt plantations. It is alſo defended by a very ſtrong, regular citadel, in form of a pentagon, erected by the Duke of Alva in 1568, which commands the town and the neighbouring country.

It is the third city of Brabant in rank, even now; extenſive and elegantly built, having two hundred and twelve wide ſtreets, and

twenty-two capacious ſquares. The houſes are lofty, built of freeſtone, have courts before and gardens behind them. The antique appearance of moſt of the houſes adds much to the beauty of the city, ſhewing what it was at its firſt erection — The principal ſtreet called Mere, is well paved, and ſo broad, that ſix coaches may go a-breaſt in it. At the head of Mere Street is a ſtupendous braſs crucifix, thirty-three feet high, on a marble pedeſtal, which was erected in the year 1633. Joining to this ſtreet is the Exchange for merchants, from which model the Exchanges of London and Amſterdam were taken. It has four ſpacious gates oppoſite to one another, and always open. The walks round it are ſupported by forty-three pillars of blue marble, all engraved, but not two of them alike. It is one hundred and eighty feet long, and one hundred and forty broad.

Underneath are vaults well ſtored with merchants goods; and above is an excellent academy for painting, ſculpture, architecture, and the mathematics. The building of this Exchange coſt the city 300,000 crowns; and indeed this is not wonderful, when it is conſidered, that about two centuries ago, Antwerp

was

was the greateſt trading port on this ſide Europe.

The great market-place, in which ſtands the Town Houſe, is very ſpacious, and the ſcene of all public executions. In the year 1713, about twenty-nine houſes were pulled down in order to widen this place and render it the more beautiful. The Town Houſe is a beautiful piece of architecture, of freeſtone, with a fine frontiſpiece, decorated with a variety of ſtatues, a cupola, and an eagle at top. Here are ſtill kept ſeveral fairs, which draw thither merchants from all parts of the world. The moſt conſiderable of theſe fairs is that which is kept at Whitſuntide, and that which they hold betwen the feſtivals of St. Remigius and St. Bavon. There is a market there weekly, called the Friday's market, becauſe it is held every Friday, where all ſorts of houſehold goods, pictures, and jewels are ſold by auction; pictures having been ſold there for a crown a-piece, the frames of which coſt double that price. The reaſon for this is, that upon any perſon's dying, who leaves a family of children, his pictures are all ſent to the Friday's market, and the money ariſing from their ſale is equally divided among them.

The markets of Antwerp are at proper diſtances from one another, each having a particular ſquare or market place. The fiſh market by the river is very ſpacious.

Though their trade be ſtill very conſiderable, yet it is certainly at preſent but the ſhadow of that which flouriſhed there formerly. The ſtately and famous houſe of the Eaſterlings, or as they call it, the Ooſterlingen, ſhews the former magnitude of their commerce — This houſe of the Hanſe towns, was built in the year 1568, for the conveniency of the merchants coming from the Baltic: it is a ſquare ſtone building, two hundred and fifty feet broad, with warehouſes on the top for dry goods, and cellars below for wet. In the middle ſtory, which has a gallery quite round the building, are three hundred lodging rooms for merchants. But; alas! this noble ſtructure is now converted into a horſe barrack; the cellars ſerving for ſtables, and the rooms above for hay lofts.

This city is the ſee of a biſhop, who, as Abbot of St. Bernard, is the ſecond prelate of Brabant, and a ſuffragan to the Archbiſhop of Mechlin. The biſhopric is of great extent,

and

and the cathedral a moſt noble pile, the ſteeple of which is one of the fineſt in the world.

When the Emperor Charles the Fifth made his public entry into this city, on beholding the cathedral, he was ſtruck with the utmoſt admiration at its grandeur, and ſaid, it ought to be put in a caſe, and ſhewn only once a year for a rarity.

This cathedral, which is alſo a parochial church, is upwards of 500 feet long, 230 broad, and 360 high. Its ſpire is 466 feet high, the lantern at top 151, the diameter of the clock thirty feet, and the circumference ninety feet. In its belfry are thirty-three great bells and two chimes: this is a curious piece of workmanſhip, and arched at top like an imperial crown. The three principal doors of this cathedral are enchaſed with marble, and gilt. The altars in it are adorned with fine paintings, ſome of which are by the great Sir Peter Paul Rubens, who was a native of this city — The picture which repreſents the taking down of our Saviour from the croſs, in which the figures are as big as life, is reckoned a maſter piece. Here are alſo

ſome

ſome curious pictures by Quintin Maſſeys, a blackſmith by trade; who, falling in love with a painter's daughter, aſked her in marriage; but her father anſwering he would never beſtow her on any, unleſs a painter, Maſſeys went into Italy, put himſelf into the Lombard ſchool, and in a few years after, returning a greater maſter than his lover's father, he married her. He is interred at the entrance into the cathedral, where his effigy is put up, with this inſcription:

"Connubialis amor de mulcibre fecit appellem."

Connubial love performs tranſactions ſtrange;
It can a blackſmith to a painter change.

Philip II. king of Spain, after the voluntary reſignation of his father the Emperor Charles V. held, on the 21ſt of January, 1555, in this cathedral, a chapter of the order of the Golden Fleece, in which he created nineteen new knights, amongſt whom were the following: Henry VIII. king of England; Francis I. king of France; his uncle, Ferdinand king of the Romans; Chriſtian, king of Denmark; Maximilian, king of Bohemia; Sigiſmund, king of Poland; and John, king of

of Portugal; all whoſe banners are ſtill hanging in the choir.

Here are four other pariſh churches; as St. George, St. James, which is alſo a collegiate, St. Andrew, and St Walburge; beſides twenty five colleges, nunneries, and other religious foundations. Amongſt theſe, that of the late Jeſuits is looked upon as one of the fineſt in Europe. Its pavement is all of white marble, and the galleries are ſupported by fifty-ſix marble columns: the great altar is compoſed of the ſame materials, intermixed with jaſper, porphyry, and gold; and on the cieling are thirty-eight pictures from the hiſtory of the New Teſtament, painted by Rubens. The chapel of the Virgin, contiguous to it, is ſtill more magnificent—The picture of the aſſumption of the Virgin, on the great altar, is likewiſe by Rubens, and by himſelf ſtiled his maſter piece. Around it are ſtatues of alabaſter, which repreſent the founders of the chapel. Some years ago this church was very much damaged, and the marble galleries beaten down by thunder; but it has ſince been repaired, and is now much higher, by the galleries being removed.

Among

Among the cloiſters, the moſt remarkable are, the noble and rich abbey of St. Michael, on the banks of the Schelde, the apartments of which are truly royal, and in which all ſovereign princes that paſs that way are uſually lodged. The refectory or hall where the monks dine is large and finely painted. The monks are of the order of St. Norbertus, archbiſhop of Magdeburg, who came hither in the year 1124, and eſtabliſhed this order. His miracles are painted round the church belonging to it.

Among the many nunneries here, the moſt remarkable is an Engliſh one, of the order of St. Tereſa. The nuns of this convent eat no fleſh, wear no linen, and lie upon ſtraw. The grates of it are ſo diſmal, that it looks like a priſon.

The communication by land to the city, is by ſeven gates, from each of which runs a long ſtreet, terminating at the cathedral, about the middle of the city. On the top of the gate which leads to the quay, ſtands the ſtatue of a giant with a gauntlet in his hand, in a throwing attitude. Hence the origin of the name of this city: for the religious pre-

tend

tend, by a very high ſtrain of derivation, that a giant, named Antigdon, lived here, and cut off the hands of every ſtranger that fell in his way, and threw them into the river; *werpen* ſignifying to throw or ſling, and *ant*, or *hant*, a hand; the very mention of which ſeems to ſhew the ridiculouſneſs of this and many other etymologies. This gate, as well as ſeveral others, were deſigned by the famous painter and architect, Sir Peter-Paul Rubens, who is interred in St. James's church.

The bleaching grounds in the neighbourhood of this city are in very great repute; and the opinion people have that the waters of the little river Shenith are more proper than any others for the bleaching of linen, is the reaſon why they ſend linens here from the remoteſt parts of the Auſtrian Netherlands.

They continue to excel at Antwerp in the art of printing; and though it be certain that this art is much decayed in this city ſince the famous Plantin, who had brought it almoſt to a degree of perfection, yet it is certain that the printers here are not unworthy to be ſtiled the ſucceſſors of ſo great a man. The moſt conſiderable manufactory eſtabliſhed here is

thread lace, ſo well known throughtout the world under the name of Mechlin lace. It is hardly poſſible to imagine what vaſt quantities France and Holland buy yearly of this commodity, as well as of all ſorts of thread, the ſpinning of which is ſo excellent in this city and its neighbourhood, and employs chiefly the greateſt number of their women and children. The manufactories of wrought tapeſtries here are likewiſe held every where in great eſtimation.

The merchandizes which foreigners, particularly the French and Dutch, ſend hither, and which ſell beſt, are, all ſorts of gold, ſilver, and ſilk ſtuffs; broad cloths and other woollen ſtuff; ſpices; pot-aſhes and lees; wines and brandies; ſalt, from France, Spain, and Portugal; herrings and ſtock fiſh; oil of olives, train oil, and ſeeds; printed linens and muſlins; ſugars either refined or in powder.

As to money, the patagon, or rixdollar, is worth 8 ſchellingen, or 48 ſtivers, exchange money, and but 7 ſchellingen current money: a pound groſs of ſix guilders, exchange money, makes 7 guilders current money; ſo that 116 guilders and $\frac{2}{7}$ current money muſt be paid

paid to make 100 guilders exchange money; and 116 pounds groſs and $\frac{2}{3}$ current money to make 100 pounds groſs exchange money.

For there are two ſorts of money both at Antwerp and throughout all Brabant and Flanders; or rather, it is the ſame, under different denominations; the one being called money of exchange, and the other current money, according to the above diſtinction.

Merchants keep their accounts there in pounds, ſchellings, and groots, groſs, Flemiſh. The pound groſs is of 20 ſchellings, and the ſchelling 12 groots; the groot is half a ſtiver.

The pound-weight is about five per cent. lighter than that of Amſterdam and Paris; ſo that 100 pounds weight here make but 95 $\frac{1}{4}$ in thoſe two cities; and 100 pounds of theſe two cities make 105 pounds weight here.

As for long meaſure, 100 ells at Antwerp make 101 $\frac{1}{4}$ at Amſterdam; and 100 ells of Amſterdam make 98 $\frac{61}{81}$ at Antwerp, or very near 98 $\frac{3}{4}$.

They draw from Amſterdam upon Antwerp, and from this city upon Amſterdam, in pounds groſs, and in guilders, commonly at a few days date, and ſometimes at one or two uſances, or months. The exchange is often at par, and oftener ſtill at two or three per cent. loſs for us.

Among the privileges granted to Antwerp by its princes, there is one by which every perſon born there is a citizen, though both his father and mother were foreigners. This proves the early, the political, and commercial views of their princes, by encouraging population, the great promoter of trade.

The magiſtracy is choſen out of the ſeven Patrician families, and conſiſts of two burgomaſters and eighteen echevins, beſides inferior magiſtrates.

The juriſdiction or territory of Antwerp includes the following cities and great towns, viz. Liere, Herentals, Hoogſtrate, Turnhoute, and Geel; beſides which there are many conſiderable villages and boroughs, called liberties, namely, Mol, Arendonk, Borgerhout, &c. Many of theſe, though not

not walled, are equal to ſome cities, from the great number of their churches, the houſes, and the inhabitants which they contain.

REFLECTION.

When it is conſidered that Antwerp was once the mart for trade of Northern Europe: that on comparing its natural advantages by land and water with Amſterdam, the latter, in both, falls infinitely ſhort; for Antwerp is ſituated in a fertile country, and merchant ſhips of the greateſt burden can lye cloſe alongſide the quay; whereas the city of Amſterdam lies in an unhealthy, barren ſoil; and at the entrance of the harbour is a bar of mud and ſand, called the Pampus, which prevents large ſhips coming over without being unloaded. This muſt be a conſiderable hindrance to trade, however ſafe it may be, perhaps, when viewed in a political and defenſive light. But as to Antwerp, nothing can more forcibly point out its former greatneſs, and ſtill to be rendered uſeful, than thoſe vaſt warehouſes in the Ooſterlingen, which are, perhaps, the largeſt in the world, wherein each nation depoſited their merchandizes. This will be an everlaſting teſtimony of that extenſive com-

merce,

merce, which, though even divided between Amſterdam, Rotterdam, and the other trading towns of the United Provinces, is yet ſufficient to enrich them all, and give them the reputation of carrying on the greateſt trade in Europe. Then what is wanting to reſtore Antwerp to her priſtine grandeur, and to the firſt rank among the mercantile nations? Nothing but the free navigation which nature has ſo liberally beſtowed upon her, but of which, from political neceſſity and commercial avarice, ſhe has been formerly ſo unjuſtly deprived; for had the Schelde been always continued open, Antwerp would now have been the modern Alexandria, while Amſterdam would have been, perhaps, in ſcarce a more flouriſhing ſtate than it was a few centuries ſince, then only known for its caſtle, being a fiſhing village, denominated Amſtel, from the river that runs through it. Then who can withhold from the Imperial monarch every tribute of praiſe and admiration, who now nobly ſteps forward for his own glory and the happineſs of his ſubjects, by inſiſting on the free navigation of the Schelde, wreſted from the Antwerpers, in former ages, by Dutch cunning, from their temporary misfortunes!

The EMPIRE *of* GERMANY

Is 600 miles long, 500 broad, contains 238,308 ſquare miles, and has 24,000,000 inhabitants.

Chief Town. Vienna, 600 miles E. of London, having 300,000 inhabitants.

Title. Emperor of Germany, King of the Romans, titulary Duke of Lorrain and Bar, King of Bohemia and Hungary, Archduke of Auſtria, Duke of Lotheir, Brabant, Limburg, Luxemburg, Milan, Stiria, Carinthia, Carniola, Mantua; Marquis of Antwerp and Burgaw; Count of Tyrol, Goritz, Hainault, and Namur; Lord of Swabia, Sclavonia, Poſnaw, and Mechlin.

Eldeſt Son's Title. Archduke of Auſtria—Sons and brothers, Archdukes — Daughters and ſiſters, Archducheſſes.

The Dignity is elective. His nine electors are the Archbiſhops of Mentz, Treves, and Cologne; the Kings of Bohemia, Pruſſia, and Great Britain, as electors of Bohemia, Brandenburgh, and Hanover; and the prince electors of Bavaria, Saxony, and Palatine of the Rhine.

Reli-

Religion. Roman Catholic is the eſtabliſhed, but all are permitted.

From his dignity, as Emperor, he affects great ſuperiority over Kings; taking the ſtyle always of Auguſt Cæſar, Sacred Majeſty, firſt Prince of the Chriſtian world, Rector or Temporal Chief of the Faithful of Germany; and his Ambaſſadors have always precedence in all Chriſtian courts.

This ſovereignty was a kingdom poſſeſſed firſt by Lewis in 843, but created into an empire by Charlemagne in 800. The firſt election of King of the Romans was in 1056; and when choſen, always ſucceeded to the Empire without a freſh election.

The preſent EMPEROR *of* GERMANY,

JOSEPH-BENEDICT-AUGUSTUS II. ſucceeded his father Francis-Stephen, as Emperor, the 18th of Aug. 1765; born the 13th of March 1741; married Sept. 7, 1760, Iſabella, Princeſs of Parma, born Jan. 1, 1741, who died Nov. 27, 1763, having had iſſue, Thereſa-Elizabeth, born May 20, 1762; and Catharine, born Nov. 20, 1763, both of whom died infants. He married ſecondly the Princeſs

ceſs Joſephina-Maria, of Bavaria, daughter of the Emperor Charles VII. born March 30, 1739, and who died without iſſue May 28, 1767. He was crowned King of the Romans in 1764, and ſucceeded his mother as King of Hungary and Bohemia Nov. 29, 1768 — See AUSTRIA, TUSCANY, and SARDINIA.

NEW BOOKS printed for JOHN STOCKDALE, oppoſite BURLINGTON HOUSE, Piccadilly.

SHAKSPEARE.

Printed from the Text of SAMUEL JOHNSON and ——— STEVENS, Eſq. In one large Volume octavo. On a fine Royal Paper, and embelliſhed with a ſtriking likeneſs of the Author,

Price 15s. in boards.
17s. 6d. bound in calf and lettered.
18s. elegantly bound in calf and gilt.
19s. neatly bound in Ruſſia leather, gilt.
1l. 1s. beautifully bound in vellum, gilt.
1l. 5s. bound in Morocco, extra.
And 3l. 3s. bound in tortoiſe ſhell.

BOOKS printed for JOHN STOCKDALE.

STOCKDALE's EDITION

OF

SHAKESPEARE,

INCLUDING THE WHOLE OF HIS

DRAMATIC WOKKS;

Compiled from VARIOUS COMMENTATORS.

"Nature her pencil to his hand commits,
And then in all her forms to this great Maſter ſits."

ADDRESS TO THE PUBLIC.

A new edition of SHAKSPEARE, and an edition of ſo ſingular a form as the preſent, in which all his plays are comprehended in one volume, will, perhaps, appear ſurpriſing to many readers; but, upon a little reflection, their ſurpriſe will, the Editor doubts not, be converted into approbation.

Much as SHAKSPEARE has been read of late years, and largely as the admiration and ſtudy of him have been extended, there is ſtill a numerous claſs of men to whom he is imperfectly